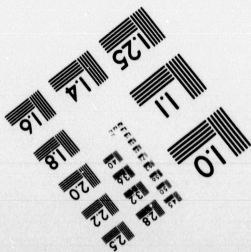
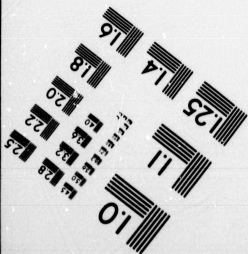
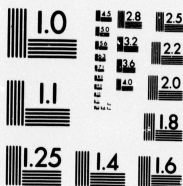


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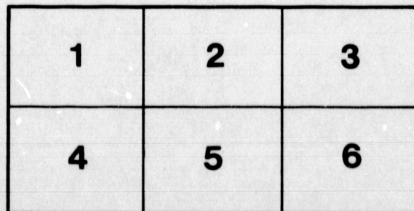
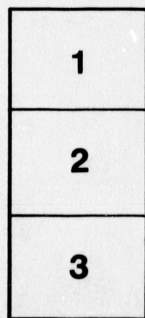
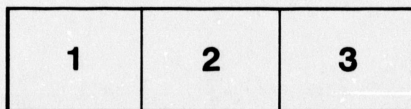
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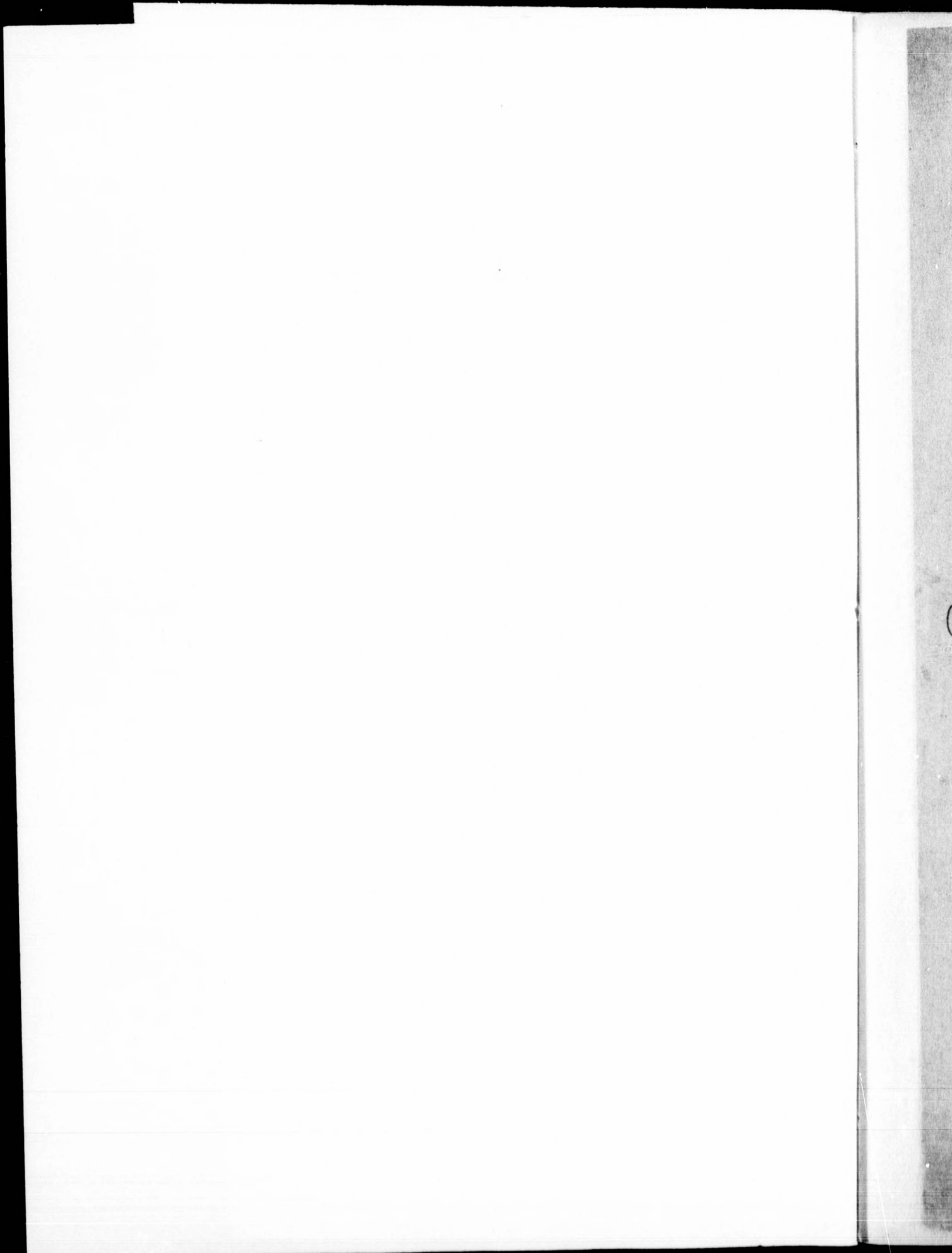
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*Copy
Mrs. Atkinson*

LETTERS OF

Hon. William Atkinson

AND OTHER CORRESPONDENTS RELATIVE TO THE

CARRABASSETT AND CANADIAN
RAILWAY.

ADVOCATE JOB PRINT:

NORTH ANSON, MAINE.

U. S. A.

1890.

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THE QUEBEC BRIDGE.

FROM AN AMERICAN STANDPOINT.

[*Quebec Chronicle.*]

The following letter has been addressed to a gentleman in this city by the Hon. William Atkinson, of North Anson, Maine, who visited this city in December last. It is very interesting, as illustrating how keenly observant our neighbors are of the progress of public works in Canada.

To judge from the kindly and complimentary words with which Mr. Atkinson concludes his letter, the fishery dispute has not had so much influence on the minds of the people of Maine, as we have been led to suppose.

His opinion on the bridge matter is of great value, as being that of one of the oldest railway men and one of the ablest legislators in Maine.

NORTH ANSON, MAINE, U. S. A.,

March 21, 1887.

DEAR SIR,—I am extremely gratified at the deep interest your people are taking in that all important factor in their future growth, and prosperity and commercial importance of your picturesque and historic city—the proposed cantilever bridge across the St Lawrence at Quebec.

The photograph of the bridge sent me, and the descriptive pamphlet, with photographs and explanations, by that eminent engineer, Sir James Brunless, of London, pleased all who have examined them, and give us hopes of the grand reality in the near future. We believe the construction of the cantilever bridge at Quebec will greatly enhance the prospects and value of the international highway from Wiscasset, Maine, to Quebec; and that the certainty that this great work will be completed will give a powerful impetus to this great international line from the unsurpassed open deep-sea harbor of Wiscasset to Quebec, will materially enhance the value of the Quebec and

Lake St. John Railway, giving that important line unobstructed connection with Atlantic ports for the vast amount of lumber contiguous to its route, and bringing swarms of summer travel over to visit a very paradise for sportsmen in quest of speckled trout and game, in which that region is known to abound.

The construction of the bridge will give cheap and easy communication between the great railways now terminating at Quebec, representing a capital of more than three hundred millions of dollars, and enhance the importance of Quebec commercially and socially and as a Mecca for summer tourists, beyond comparison.

The importance of this great enterprise (truly in the interest of commerce and civilization) not alone to the good city of Quebec, and that portion of the Province of which Quebec is the commercial center and distributing point, but to the railways centering and to center there can hardly be overestimated. The people of your city and Province, and the intelligent managements of the great railways terminating at Quebec, no doubt see that the construction of this bridge is absolutely necessitous, and simply complementary to the great iron and steel structures that already span the St. Lawrence, responsive to the demands of commerce, and in the interest of an enlightened, progressive and Christian civilization. The prescience and enterprise of your people, supported by the great railroad interests, I am sure are equal to this great work. I have full faith in its speedy completion, because commerce and intercommunication demand it; and because, as I told you last December, it will possess elements and resources that will ensure its financial success.

The bridge is not a mere work of local importance, but one of national necessity, as you can easily see. Halifax has an abiding interest in its construction; and the more your people examine and discuss it, the stronger it will grow in its financial, commercial and national aspects, and the easier it will be to procure the needful Government aid.

The completion of this great work will add another laurel to the brow of a vigorous and progressive people, who have in recent years and comparatively in an infant stage of nationality, astonished the

world, and outdid themselves in the conception and completion of great enterprises, in the interests of commerce and civilization—works which in their magnitude and importance, and in their far-reaching results, commercially and socially considered, have never been equalled in ancient or modern times, by a people so young or sparse in numbers, never surpassed by any people in similar fields of enterprise, in any age of the world.

Very respectfully yours,
WM. ATKINSON.*

The Union Advocate, of North Anson, Maine, in publishing the above letter made the following editorial comments:

The construction of the Cantilever bridge across the St. Lawrence at Quebec would be an earnest of the purpose of the International and Quebec railroad to find a connection by railroad direct across the State of Maine to the Atlantic coast; and add a million dollars to the value of the Quebec and Wiscasset railroad when built. To show its importance to the Quebec and Wiscasset line, Hon. James D. Scott, manager of the Quebec and Lake St. John Railway, is quoted as saying in a letter addressed to Mr. Atkinson that he had an order for 1000 car loads of lumber from the city of Providence, R. I., which he could not fill because he could not cross the St. Lawrence; that this one item of freight would have paid the interest on a million of dollars—besides the immense travel that would go over this road.

THE BRIDGE.

[*Quebec Chronicle.*]

Letter of Hon. Wm. Atkinson, addressed to a gentleman in this city.

NORTH ANSON, ME., April 20, 1887.

MY DEAR SIR:—I see by the *Chronicle* that your people are fully alive to the importance, yea indispensable necessity of the bridge; and I notice with deep interest the intelligent and patriotic action of the Quebec Board of Trade.

The cogent resolutions they adopted elucidate the whole subject, and commend its utility and importance to all interested in this great commercial, national and international enterprise.

It was well and truly said at that interesting and important meeting that "the interprovincial system of Canadian railways would never be complete without the construction of this bridge." Time, developments and the imperious demands of commerce and intercommunication, to say nothing of possible military necessities that may demand rapid communication between the British Isles and India, on British soil, to maintain the integrity of a great Empire, constantly menaced in Afghanistan by the rapacity of the Russian Bear, have clearly demonstrated the truth and weight of the above quotation. I have read with great interest, the able and appropriate remarks of Mr. Dobell and Mr. Owen Murphy, M. P. P., who, with other able speakers, have evinced a patriotism, in secular affairs, and a love of their native or adopted city, worthy of the ancient Athenians in the time of Demosthenes. The honor or prosperity of Quebec can never suffer in the hands of men like these, and when the people of the Dominion are imbued with their patriotic and far reaching ideas the completion of the cantilever bridge will be assured. You have my best wishes for speedy and complete success in this laudable undertaking, so deeply fraught with the interests of commerce and civilization and with the future prosperity and well-

being of your picturesque and historic city.

I hope soon to see, by the united and well directed efforts of friends of the line, the international railway from Wiscasset to Quebec completed, with free ingress to Quebec over a steel cantilever bridge. I also hope and expect soon to see a new reciprocal commercial treaty entered into between the great Republic and our Dominion neighbors, of kindred blood and tongue, that shall be fair and just to both countries, liberal and reciprocal in its terms, putting the fishery dispute, with all its disturbing aspects, at rest—a treaty that shall make us one people commercially and socially—ensure peace, com-munity and good will, and a treaty that shall negative that splendid utterance of Cowper's :—

"Lands intersected by a narrow frith abhor each other,
Mountains interposed make enemies of nations;
Who had else like kindred drops been mingled into one."

I have great faith that the Cabinets at Washington and London, aided by wise and prudent action at Ottawa, will take such action on the fishery dispute as to make plain the provisions of the treaty of 1818, and as shall remove many of the restrictions upon commerce between the Dominion and the United States of America; and now is a propitious time to do it.

Trifling causes have led to wars ever since the carrying away of Helen, destroyed commerce, devastated homes, slew thousands of men in the prime of life, brought grief and sorrow to thousands of happy homes and piled up mountains of national debt for posterity to pay. The great Anglo Saxon family, incontestibly the greatest people on earth, capable of being the arbiters and lawgivers of the world ought to be wise enough to settle their disputes by peaceful methods, and to remember what followed the rupture of the treaty of Amiens, and the needless blood that was spilt over the right of search, and not resort to proclamations of non-intercourse, the next step to war, over a few codfish.

Such a spectacle would be degrading to the civilization and christianity of the nineteenth century—the good sense of the people, the commercial and financial interests of the two countries, and the

statesmanship of the age, guided by the lights and experience of the past, will revolt against war, and when diplomacy fails will resort to arbitration.

Pardon my digression, and excuse this hasty and desultory scroll and believe me,

Yours very respectfully,

WM. ATKINSON.

OPINIONS OF THE PEOPLE.

[*Quebec Chronicle.*]

NORTH ANSON, ME., Oct. 8, 1888.

DEAR SIR,—I take the liberty to enclose to you a copy of the Engineer's report of a reconnoissance of the Carrabassett and Canadian Railway, made in August last, which will speak for itself:—

Our desire is to connect the beautiful Kennebec Valley and all of its thriving towns and manufacturing villages, the capital of the State, Augusta, and the unsurpassed open deep sea harbor of Wiscasset, Maine, with the Quebec Central Railway and the city of Quebec, and with the Canadian Pacific Railway and the Northwest, by the shortest, cheapest, and most feasible line of railway that can be found for that purpose.

After making a careful examination of the line from North Anson to the Forks of Kennebec, Moose River Bridge and the boundary, also an equally careful examination of the Carrabassett & Canadian line from North Anson up the Carrabassett and Dead River valleys to the boundary south of Megantic Lake, thence to the track of the C. P. R. at the foot of said lake; the engineer found that distance, grades, economy of construction, and maintainance and cost of operation, all clearly indicated that the Carrabassett & Canadian line has a great pre-eminence over the line up the Kennebec valley, for the purposes above named.

We are satisfied, here in the Kennebec valley, that the time has arrived, and that the demands of commerce and inter-communication require the *immediate* construction of this line of railway from Wiscasset harbor to Canada.

So favorably was the British Govern-

ment impressed with the superiority of Wiscasset harbor over any other on the Atlantic coast, that the British Admiralty had a hydrographic and topographic survey made of that harbor and its approaches prior to the American Revolution of 1776, with a view of making it a naval and military stronghold on this continent; copies of that survey can undoubtedly be found at the British Admiralty Office, London. The United States Coast Survey found it to be the best harbor on the coast of Maine. It is one and five-eighths miles wide at its entrance and for ease and safety of ingress and egress, for ships of any burden and at all seasons of the year, it has no equal on the Atlantic coast. It has a depth of 50 feet at low water with a maximum rise and fall of tide of ten feet, and it has often been said by old ship-masters, acquainted with the harbor, that the "Great Eastern" could come in there at dead low water and swing at her moorings with perfect safety, and the harbor is so land-locked that shipping is always secure from gales and storms. These facts, together with the fact that it has never been obstructed by ice at any time within the memory of man and its proximity to the great Canadian Pacific Railway and to the Quebec Central Railway and the city of Quebec, it being only 143 miles from Wiscasset harbor to a junction with the Canada Pacific Railway at the foot of Megantic lake, clearly point to the fact that the unsurpassed open deep-sea harbor of Wiscasset must be in the near future, the point of ocean embarkation for the great commerce of the Canada Pacific Railway and its Western connections, and for the city and Province of Quebec in winter time.

The demand for short and cheap lines of land-transit for commerce to ports of *safety and excellence* for great *commercial purposes*, clearly points to this short and direct line of railway for a safe and profitable investment of capital, and I devoutly hope that your people will give this whole project early and critical examination, and, if they will, I feel certain that they will conclude to meet the Carrabassett and Canadian line at the boundary south of Megantic lake.

You will see by a suitable map that this line is the complement of the great

C. P. R. and all its western connections, for an ocean outlet in winter time, and when the cantilever bridge is built across the river St. Lawrence at Quebec, as it surely will be, it will also be the complement of the "Boston and Quebec Air Line" and it will boom your grand and historic city beyond compare.

The engineer who made the reconnaissance was instructed to ascertain, as accurately as possible, the height above the sea-level where each line would cross the boundary, and he found that the point where a line up the Kennebec valley would cross was 430 feet higher than the point where the Carrabassett and Canadian line will cross south of Megantic Lake.

A line was surveyed from Skowhegan, Maine, in May, 1887, up the Kennebec valley to a junction with the C. P. R. near Moose River bridge, and the engineer encountered a rise of 1,120 feet in the first twelve miles above the Forks of Kennebec river that could not be avoided.

The super-elevation of the boundary, the immense grades to be surmounted, and heavy work to be encountered on the Kennebec line, together with the fact that this line will increase the mileage between the two objective points by more than 80 miles on every round trip, and taking into consideration the difference in grades and consequent tensile power required, the difference in distance will closely approximate 100 miles.

These potent factors in the comparative merits of these two lines for great highways of commerce and inter-communication for all time, between two strong and enterprising people of kindred blood and tongue, should be carefully considered before money is expended on either of them, for only one is needed, and one must be built and will surely pay.

Every step towards cheap transportation is a step towards national and individual prosperity, and short and cheap lines of transportation are important factors in the solution of that great problem so long sought by philanthropists, "How best to procure cheap bread for the toiling millions."

Men of years and understanding, having the public interest at heart, in locating great lines of inter-communication that must be pathways of commerce and

highways of nations for all time, should keep steadily in mind, how can such lines be located and constructed so as to bear lightest on commerce, produce the greatest public good, and afford a fair return for the capital invested.

Very respectfully yours,
WM. ATKINSON.

The Union Advocate, of North Anson, Maine, in publishing the above letter made the following editorial comment:

We publish in this issue an able letter from Wm. Atkinson, of this village, to the Quebec Morning Chronicle on the subject of the Carrabassett and Canadian Railway. This letter fittingly sets out the great advantages of this route over any other contemplated line of intercommunication between the Canadian Pacific Railway, the Quebec Central Railway, the city of Quebec, and the Atlantic coast. The report of engineer Hancox' reconnoissance of the Carrabassett route shows it to be not only the shortest, easiest grades, cheapest and most feasible route that can be found for that purpose, but far superior to the contemplated line up the Kennebec valley to a junction with the Canada Pacific at Moose River. Mr. Atkinson points out the potent factors in the comparative merits of these two lines with great clearness. Next Tuesday the Carrabassett corporators meet in Augusta to organize the company. Let us hope that the project will be launched under favorable auspices and prosecuted with energy and success.

THE QUEBEC AND MEGANTIC RAILROAD.

MR. ATKINSON FURTHER WRITES CONCERNING THE GREAT ENTERPRISE.

[*Quebec Chronicle.*]

DEAR SIR,—I notice in your esteemed paper of the 13th inst., an article headed, "The Lumber Trade," in which you say:

"Steamers are now being loaded at Halifax with spruce deals, which are being shipped in large quantities from Point Levis, 700 miles by rail."

You further say:—"On this side of the river, Quebec merchants hold large stocks of deals, which could be turned into money in the same way, had we a bridge, but for all practical purposes, Quebec, instead of being the western terminus of the Intercolonial railway, is as far away from it as Toronto. In fact, a car-load of deals could be shipped more cheaply from Toronto to Halifax in winter than it could from Quebec. How long is this condition of things to last?"

Your question is a cogent and important one, not only to the city and Province of Quebec, and to the great railroad interests centering there, representing some hundreds of millions of capital, but to the weal, dignity, and good faith of the Dominion, as well; also to the consumers of that article of prime necessity, lumber, not only in the British Isles, but to all New England. As I understand it, the faith of the Dominion is pledged by the Dominion Act, passed some twenty years ago, to construct a railway from the city of Halifax to Quebec, and such a line of railway, long since completed to Point Levis, must necessarily include a bridge to reach Quebec; and, if I have read your paper aright these last years, the authorities at Ottawa take this view of the Government's obligation, and will at the coming session, render the Bridge Company such material aid as will insure the speedy completion of this great and beneficent enterprise, so deeply fraught with the commercial interests of Quebec, and with

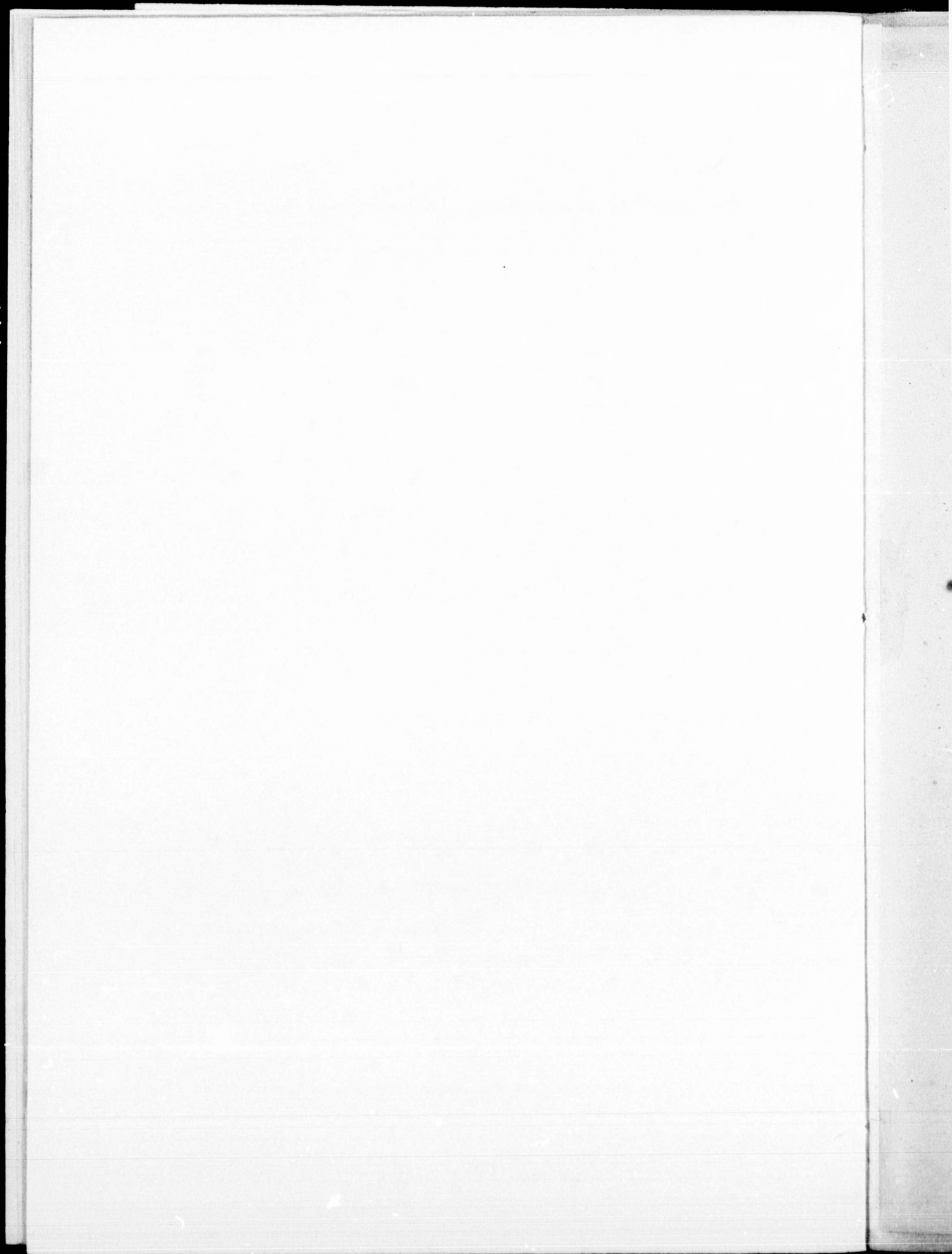
the convenience and usefulness of the railroads centering there, and to commerce and intercommunication generally. The benefits accruing from the completion of the proposed cantilever bridge across the St. Lawrence at Quebec, will, I am confident, fully meet the most sanguine expectations of its friends, and when completed, it will be a standing invitation to the Kennebec valley and to Maine, mute, it is true, but grand, impressive and stupendous in its massive strength, and in the beauty and symmetry of its proportions, asking them to complete a line of railway from the unsurpassed, open deep-sea harbor of Wiscasset, via Augusta, North Anson and the beautiful Carabasset and Dead River valleys to the boundary line south of Megantic Lake, and inviting the rich and enterprising owners of the Quebec Central railway in London, England, to meet us at that point, to accommodate the vast commerce and summer travel from Maine and New England, and the commerce of the Canada Pacific railway in winter time that must and will seek an ocean embarkation at Wiscasset harbor.

This great enterprise in its entirety, from Quebec to Wiscasset tapping the great C. P. R. at the foot of Megantic Lake and affording its vast future commerce and all its western connections such a safe and commodious outlet in winter time, affords better and safer investment for capital on a large scale than any similar enterprise on this continent. The affirmative of this proposition must be admitted by candid men who will examine it carefully in all its bearings. The value of the property will be constantly augmenting as the population and business increases, and as the vast and fertile countries tributary to it are settled and developed, dependent as these communities will be in winter time for a safe and convenient Atlantic port for their export and import trade. I have been observant of the zeal and united and well directed efforts of your leading citizens in this great enterprise so vital to your beautiful city, as chronicled from time to time in your excellent paper, and have never doubted their ultimate success in their grand and heroic struggle for the aggrandizement of their city and province and in the interests of peace and commerce for all time;

and especially so when they obtained the assurance of your Prime Minister, Sir John McDonald, of his sympathy and support. Sir John has demonstrated as well as any man living, "that peace hath its victories as well as war." His great and successful efforts in the aid of the Dominion, and for the promotion of great works for the benefit of commerce and civilization, place him among the foremost men of this age. The men who have been foremost in this great and beneficent enterprise, have, it may be, been "building better than they knew," and it will take future generations to fully realize and appreciate the importance of their work. Build the bridge at Quebec, and complete the railroad line, as above described, to Wiscasset harbor, and you will reach a good shipping port for your lumber by only 250 miles of land transit instead of 700 miles, a saving of 450 miles which at low freight rates will amount to a good profit to the shipper. If the road in question were completed, the lumber in winter time from the Quebec and Lake St. John railway would afford a large item of freight; this together with the local business on the line, the importations from abroad, and the business from the C. P. R. would crowd one track to its utmost capacity. The summer traffic on this line would be simply immense. The attractions offered by the city of Quebec and its picturesque surroundings—the St. Lawrence, the Saguenay, and the Montmorency, and the unequalled attractions to sportsmen and to the disciples of Isaac Walton on the Quebec and Lake St. John's railway would all contribute to the success of the line. The completion of this great line of communication would save in winter time to shippers from Quebec and vicinity annually a sum sufficient to pay the interest on the cost of the cantilever bridge, and add largely to the amounts and profits of your exportations.

A saving of 450 miles of land transit is an item worth the consideration of a community like yours, largely engaged in exportation of heavy products like lumber, and a proportional saving would be made on your imports from England, the West Indies and elsewhere. Hence the inducement for your merchants and business men to push the bridge and the Quebec Central railway to the boundary.

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The unique position of the line, the important connections radiating through Canada and to the great North-west, to the Pacific ocean and by steamer to China and Japan and the close proximity of Wiscasset harbor to Canada and the great local business to be developed along the line, all point to the financial success of this great enterprise.

Very respectfully yours,
WM. ATKINSON.

OPINIONS OF THE PEOPLE.

[*Quebec Chronicle.*]

NORTH ANSON, ME., Sept. 23d, 1889.

DEAR SIR,—I notice in your paper of the 5th instant, an article headed "The Bridge" in which you mention the importance of an Air Line Railway from the city of Boston to Quebec via the B. & M. Railway and its connections from Boston to Sherbrooke, thence by the Quebec Central Railway from Sherbrooke to Quebec over the proposed cantilever bridge to Lake St. John via the Quebec and Lake St. John Railway, thus opening that important lumbering, sporting, and agricultural region to all New England and the outside world. I am rejoiced to see that the attention of the public and especially such men as James T. Furber, Esq., general manager of the Boston & Maine Railway and its systems of roads, is directed to the importance of the speedy completion of the cantilever bridge at Quebec to give the outside world railway connection with Quebec and the region of country to the north of it. The opinion of such a man as Mr. Furber on the importance and utility of this enterprise is certainly of great value and must be encouraging to its friends. The bridge as I have often said is sure to be built, its feasibility has been settled by actual survey, its utility and great public importance can no longer be ignored, and the good faith of the Dominion is pledged by the Dominion Act to build a railway from Halifax to the city of Quebec and I am sure that faith will be kept inviolate.

The utility and importance of the bridge at Quebec, commercially and socially, not only to Canada and the Dominion, but to

all New England, would vastly exceed the limits of this short epistle to discuss but certain it is it would form another bond of union between two great families of the Anglo-Saxon race that must have a perpetual tendency to peace, commerce, intercommunication, and international good will, and will tend to negative that splendid utterance of Cowper's, which is as true in modern times as it was in the barbarous ages of the world:

"Lands intersected by a narrow frith abhor each other,
Mountains interposed make enemies of nations,
Who had else like kindred drops mingled into one.

I notice also in the *Chronicle* of the 12th instant, an article headed "The Short Line through New Brunswick," in which the writer says: The comparative distances from Montreal to Halifax would be as follows:—

Via Intercolonial Railway	850 miles.
Via State of Maine Short Line, Sherbrooke, Mattawankeag and St. John,	758 "
Quebec, River du Loup, Edmund- stone and Moncton,	760 "

From Montreal to the foot of Megantic Lake, the proposed junction of the Carabassett and Canadian Railway with the Canadian Pacific is about 170 miles, subtracting 170 from 758 the distance from Montreal to Halifax via State of Maine Short Line, we shall have 588 miles from the proposed junction at the foot of Megantic Lake to Halifax, and if we subtract 150 miles, the distance from the foot of Megantic Lake to the open deep sea harbor of Wiscasset, we shall have 438 miles advantage land transit, for the great ocean bound commerce of the future in winter time from Canada and all points west in favor of Wiscasset over Halifax; and the harbor of Wiscasset on the estuary of Sheepscot river and that of Boothbay, 12 miles below are not surpassed by any on this continent.

The advantage of these open deep sea harbors over Halifax for depots of the great commerce of the future between the British Isles, Canada, and the great North-west, is too obvious to need argument, and their great natural advantages are asserting themselves and must be recognized and utilized.

Natural conditions give marts of commerce and lines of transit their supremacy. In the not distant future this proposed line of land transit from the foot of Megantic Lake to Wiscasset harbor will assert its supremacy—not by reason of its advocates, but by reason of its intrinsic merits for a great pathway of commerce and highway of nations for all time to come; its easy grades, cheap construction, its important and extensive railway connections when it reaches the C. P. R., and its unsurpassed ocean termini at Wiscasset and Boothbay harbors are factors that will insure its success, and its lasting utility and importance, and will make it a safe and profitable investment for capital on long time.

I have shown the importance of this short and direct line for a winter outlet for the city and Province of Quebec in previous articles published in your paper. I was recently informed by a Canadian gentleman that parties in Canada had given notice of their intention to ask the next Parliament for an independent charter for a railroad from Point Levis to the foot of Megantic Lake, they ought to extend their request so as to meet the Carrabassett and Canadian line at the boundary.

In the near future the Quebec Central or some other line from Quebec must of necessity meet the Carrabassett and Canadian line at the boundary.

Very respectfully yours,
WM. ATKINSON.

EDITORIAL COMMENT.

We print in this issue a letter from Wm. Atkinson published in the Quebec Morning Chronicle, again discussing the merits of the Carrabassett and Canadian Railway as a thoroughfare from Montreal to the Atlantic seaboard at Wiscasset. He shows that Wiscasset is 438 miles nearer Montreal over the Carrabassett line than it is to Halifax over the Maine Short Line, via Mattawamkeag and St. John. A saving of 438 miles of land transit for the immense commerce of Canada and the West on every train that runs over the road for all time to come, will ultimately

master the problem and make this the popular line for the future commerce of Canada and the great North-west, to the Atlantic and thence to Europe. The intrinsic merits of this line over all other lines that has or can be projected will make itself felt in time and will be utilized, whatever else may be done.—*Union Advocate*, (North Anson, Maine.)

LEWISTON BOARD OF TRADE.

IN RESPONSE TO HON. WM. ATKINSON'S ARGUMENT FOR THE CARRABASSETT & CANADIAN ROUTE.

The Lewiston Board of Trade and the Auburn Board of Trade held a joint meeting at the rooms of the Lewiston Board, and listened to an address by the Hon. Wm. Atkinson of North Anson, upon the subject of the proposed Quebec Central and Canadian Pacific Railroad outlet to the sea across the State of Maine. Mr. Atkinson spoke for about an hour and a quarter and was liberally applauded. At the conclusion of his speech, remarks were made by Messrs. Talbot, Barker, and Garcelon. Mr. Atkinson was unanimously made an honorary member of the Board of Trade and the matter that he had presented was referred to a committee on railroads, who have prepared the following special report:

Report of the committee on railroads to whom was referred the matter of the Carrabassett and Canadian Railway presented to the Lewiston Board of Trade on the evening of the 16th inst., by Hon. Wm. Atkinson of North Anson, Me., in a clear and comprehensive manner in its commercial, financial, and social aspects, showing with unanswerable arguments its great utility and importance to the lower Kennebec valley, the unsurpassed open deep sea harbors of Wiscasset and Boothbay, and as a feeder to the Maine Central, Boston & Maine, and Somerset

Railroads, also its importance to the manufacturing cities of Lewiston and Auburn, and the towns in Franklin and Somerset counties contiguous to its line.

From maps and reports of H. A. Hancox, engineer, it appears that the Carrabassett & Canadian railroad from the foot of Megantic Lake to the above named harbors will be, when completed, the complement of the great Canadian Pacific railway and all its western connections including the cities of Minneapolis and Duluth and must inevitably attract to it an ocean bound commerce that would make it pay from the start, and will, in the no distant future require a double track to accommodate the great business of the line.

Mr. Atkinson also stated that it was 434 miles nearer from the foot of Megantic Lake to Wiscasset harbor than from that point to the city of Halifax. He also showed that the C. & C. line from its unique position possessed great natural advantages over a line up the Kennebec valley via The Forks of the Kennebec and Moose River; that it would save one hundred miles on every round trip for the great commerce of the future; would avoid the immense rise of 1120 feet in the first 12 miles from The Forks of the Kennebec river and would also avoid the super-elevation of 420 feet above where the C. & C. line would cross the boundary south of Megantic Lake, and showed by Mr. Hancox's report that the C. & C. line was a much easier and cheaper line to construct and maintain and will develop much more local business.

Mr. A. also stated that the proposed cantilever bridge across the St. Lawrence at Quebec is sure to be built in the not distant future, which will give us an unbroken and direct line by rail from Boston, Portland, Lewiston, Auburn and Farmington through the Carrabassett and Dead River valleys over the Quebec Central Railway to the historic city of Quebec, thence by the Quebec & Lake St. John Railway already constructed to the beautiful Lake St. John, 190 miles north of Quebec, the headwaters of the wonderful Sagawan River. Other facts of interest to posterity and the great commerce of the future too numerous to mention in this report were clearly and ably presented. Therefore your committee having

carefully considered the matter referred to them, respectfully submit the following:

Resolved, That the Lewiston Board of Trade, ever mindful of the great public welfare as well as that of our city, most emphatically endorse and recommend the immediate construction of the Carrabassett & Canadian Railway line, believing it to be for the best interest of our beloved State of Maine, her numerous railroads, her manufacturing and commercial interests, our Canadian neighbors and the great Northwest.

Respectfully submitted,

A. B. NEALY,
C. I. BARKER,
A. GARCELON,
J. N. WOOD,
WM. H. NEWELL,
V. NAZAIRE PAYETTE,
R. C. REYNOLDS,
A. L. TALBOT,

Committee
on
Railroads.

EDITORIAL COMMENT.

We print in this issue the doings of the Lewiston and Auburn Boards of Trade at a meeting held last week. Wm Atkinson, Esq., of this village had been invited to address the Boards on the subject of the Carrabassett Railroad. The meeting was well attended and Mr. Atkinson has awakened an interest in this important enterprise. Well it may, for no city in Maine is more interested in the construction of this railroad than Lewiston. That city is situated in the central business part of the State on almost an air line from the Canadian Pacific at Lake Megantic, P. Q. to the open deep sea harbors of the Atlantic coast, on the shortest possible line—equal to a hundred miles shorter on every round trip—and is the natural distributing point for the traffic over the road, to Portland and Boston on the west, and Bath, Wiscasset and Bangor on the east. The resolution passed at this meeting indicates that the business men of Lewiston see that the Carrabassett & Canadian railroad as contemplated

would be of great benefit to their city. So it would be, but no less benefit to the State and to the great commercial interests of the West as well.—*Union Advocate*, (North Anson, Me.)

IMPORTANT RAILROAD ENTERPRISE.

[The following article from the Daily Kennebec Journal of Jan 18, 1889, was from Hon. John L. Stevens, political editor of that paper, at present Minister of the U. S. A. to Honolulu; formerly Minister to the Argentine Republic, and also to Sweden and Norway.]

The immense magnitude and rapidity with which railroad enterprises have been pushed forward in other States in the last few years have tended to overshadow and cause us to overlook the importance of those in our own midst. One of the most unique, feasible, and attractive railroad undertakings ever brought to the attention of the people of Maine, is the proposed line from the Megantic Lake in Canada, down the beautiful valleys of Dead River and Carrabassett to North Anson, thence through the counties of Somerset, Kennebec and Lincoln to the unrivalled harbor and old commercial town of Wiscasset. No unprejudiced citizen of Maine who will give careful consideration to all the readily accessible facts, who will examine the map, and read the recently published report of the civil engineer, HENRY A. HANCOX, can fail to be struck with the importance of this route to the general interests of the State as well as of the towns more immediately adjacent to the proposed road.

It is well known to the public that the great Canadian Pacific is completed and in operation, and that the Eastern outlet of that continental highway is at Halifax.

It is nearly as well known that the distance and winter obstruction from Quebec to Halifax are so great, making the cost of many kinds of freight so heavy, that a much shorter route to a deep and capacious

harbor, is extremely desirable to tap the great Dominion artery of commerce and travel at the foot of Megantic Lake, and thus to bring Maine into near relations with four or five millions of Canadian people, is an enterprise so manifestly for the interests of Maine as to require no elaborate argument. Different government surveys, both British and American, beginning back more than a century, prove Wiscasset to have one of the deepest and finest harbors in North America. To bring a branch of the Canadian Pacific to that harbor will not only be of great advantage to Lincoln county, as well as to the sections of country through which it immediately passes to the cities and towns on the Knox and Lincoln road, as well as to Bath, Brunswick, Portland and to all the principal lines of the Maine Central, and it can also connect with the Franklin county road and give easy access to Lewiston, Auburn and the Androscoggin valley. In the broadest and best sense it would be a road for the general welfare of the State.

Of the several routes proposed to bring to Maine from the Canadian Pacific the greatest possible advantages at the shortest distance and the least expense, the route from North Anson through the Carrabassett and Dead River valleys is clearly the one entitled to the preference, and that which would most certainly secure the attention and enlist the powerful financial encouragement of the Canadian Pacific managers. Mr. Hancox in his clear and admirable report of the reconnaissance presents in the following terms the reasons in favor of the Carrabassett route :

First, by its geographical position it is most favorably situated for reaching for the great northwestern business destined for the Atlantic seaboard, and no other road has yet been projected or can be constructed on any other route in Maine that will offer so short and direct a line

from the Canadian Pacific Railway to her navigable harbors.

Second, its general course from North Anson to the Megantic Lake is practically an air line that not only materially shortens the distance between these points but supplements its otherwise favorable position. Considering the fact that it passes obliquely through a mountain range it is rare that conditions combine to favor so direct a route. When compared with the proposed extension of the Kennebec valley it is, to use a geometrical expression, approximately the hypotenuse of a right angle triangle formed by the intersection of the Kennebec route at Moose river with the Canadian Pacific as produced eastward from Megantic Lake, and that it is many miles shorter is shown from the following approximate figures :

Distance from Megantic Lake to Moose river forty-five miles. Moose River to North Anson via Kennebec valley, seventy-two miles. Total distance from Megantic to North Anson via Moose River and Kennebec valleys, one hundred and seventeen miles. Total distance from Megantic Lake to North Anson via Carrabassett and Dead River route, seventy-five miles, difference in favor of Carrabassett and Dead River route, forty-two miles.

Third, the grades would be lighter, shorter, and much less in the aggregate lift, while the general incline is an almost continuous descent in the direction of the seaboard. This will greatly facili-

tate the transportation of the heavy freight which is all destined to go that way."

The gist and main force of the argument for the route via the Dead River and Carrabassett valleys to Wiscasset is that it is the shortest and most practicable outlet of the great Pacific line to the Atlantic—that the distance via this route from Quebec to Wiscasset is 250 miles, while the distance from Quebec to Halifax is 700 miles. To the financial managers of the great Canadian Pacific whose vast network of interest stretch to China and Japan, as well as the rich domains of the Southern Pacific, the shortest cut to the Atlantic is of controlling importance. The lessening of the distance is the saving of just so much gold in the building, running-expenses, and freight cost of their road. Clearly, this route from Megantic Lake in the sweep of its commanding importance transcends all local interests and prejudices and rises to the level of a State enterprise, around which all party passions should be hushed, all personal aims disregarded, to which should be given the generous and hearty encouragement of all who care for the future prosperity and the commercial welfare of Maine.



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